



DEPARTMENT OF THE NAVY
NAVAL AIR TECHNICAL DATA AND ENGINEERING SERVICE CENTER
P.O. BOX 357031
SAN DIEGO, CA 92135-7031

5720
Ser 6.8.5.3/118
December 11, 2017

Mr. Jeff Amy
Associated Press
201 South Congress Street
Jackson, MS 39201

Dear Mr. Amy:

SUBJECT: YOUR FREEDOM OF INFORMATION ACT CASE NUMBER DON-NAVY-2018-000381

The following information is provided in response to your 10 October 2017 Freedom of Information Act (FOIA) request, enclosure (1), to the Chief of Naval Air Training (CNTRA) for information pertaining to six Class A T-45C mishaps.

By enclosure (2), CNTRA referred portions of the Safety Investigation Report (SIR) pertaining to records believed to be held by the Naval Air Technical Data and Engineering Service Center (NATEC) for direct response to you. The information referred by CNTRA is identified as SIR pages 000204 and 000205, enclosure (3). The information has been processed per the FOIA.¹

The technical data contained in SIR pages 000204 and 000205 have been determined releasable in their entirety, enclosure (3).

Your request was treated as a "news media" as defined by the Secretary of the Navy Instruction 5720.42F dated 6 January 1999, subject: DEPARTMENT OF THE NAVY FREEDOM OF INFORMATION ACT (FOIA) Program. Your request is subject to reasonable standard charges for document duplication (first 100 pages free), however no fees are assessed in this instance.

I trust that this information fully satisfies your request. If you need any further assistance or would like to discuss any aspect of your request please do not hesitate to contact Mr. William Barnes, FOIA Specialist, at (619) 545-3198, email william.l.barnes@navy.mil or Ms. Paty Tingle, FOIA Coordinator, at (619) 545-2597, email patricia.tingle@navy.mil or our FOIA Public Liaison, Mr. Christopher Julka, at (703) 697-0031, email Christopher.a.julka@navy.mil.

Sincerely,

M. S. WARREN
Aviation Readiness and Resource Analysis Site Lead
By direction
of the Director

- Enclosures: 1. Mr. Jeff Amy, Associated Press, FOIA Request dated 10 October 2017 Case Tracking No. DON-NAVY-2018-000381
2. CNTRA FOIAonline Task to NATEC Center
3. SIR pages 000204 and 000205

Copy to: CNTRA via FOIAonline upload

¹ 5 U.S.C. § 552



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201 South Congress St., 2nd Floor
Jackson, MS 39201
Phone: 601.948.5897
Fax: 601.948.7975
www.ap.org

October 10, 2017

By email and mail

Naval Safety Center
Attn: FOIA Service Center
375 A Street
Norfolk, VA 23511-4399

Chief of Naval Air Training
Code 00D (FOIA)
250 Lexington Blvd., Ste. 102
Corpus Christi, TX 78419-041

Ladies and gentlemen,

Pursuant to the federal Freedom of Information Act, 5 U.S.C. § 552, I request the information regarding the following six Class A T-45C mishaps:

- _ The fatal T-45C crash on Oct. 1, 2017 in Tellico Plains, Tennessee;
- _ The T-45C crash on the runway at Naval Air Station Meridian, Mississippi, on Jan. 17, 2017;
- _ the T-45C crash near the airfield at Naval Air Station Meridian, Mississippi, on Sept. 7, 2016;
- _ The T-45C crash near Kingsville, Texas on Aug. 14, 2016 when a T-45C began losing altitude during routine instrument training flight;
- _ The T45C that overran the runway at NAS North Island, California, on May 22, 2015;
- _ The T-45C crash before the runway at NAS Pensacola, Florida on Nov 4, 2013 after the plane reported an engine flameout.

For each of these mishaps, please provide:

- _ Records of mechanical problems outside routine maintenance for the plane that crashed, via spreadsheet MAF (maintenance action forms) or maintenance logbooks;
- _ The preliminary crash report when it becomes available.

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_ The final crash report when it becomes available.

_ Records of any physiological episodes of hypoxia or hypoxia-like symptoms for each aircraft, and whether the planes had the CRU-123 oxygen monitoring system installed.

I am making this request as a reporter with The Associated Press and this request is made as part of newsgathering and not for commercial use. As a representative of the news media I am only required to pay for the direct cost of duplication after the first 100 pages.

I ask that you waive any and all applicable fees associated with this request. Through this request, I am gathering information on the cause of this crash. Release of this information is in the public interest because it will contribute significantly to public understanding of Naval aviation training. If you deny this request for a fee waiver, please advise me in advance of the estimated charges if they are to exceed.

If my request is denied in whole or part, I ask that you justify all deletions by reference to specific exemptions of the Act. I will also expect you to release all segregable portions of otherwise exempt material. I reserve the right to appeal your decision to withhold any information or to deny a waiver of fees.

I also ask that you provide expedited review of this request which concerns a matter of urgency. The information sought relates to a fatal crash. The public has an interest in knowing why this happened. Finally, as the world's oldest and largest news organization, the AP is a credible requester. I certify that my statements concerning the need for expedited review are true and correct to the best of my knowledge and belief.

If you deny expedited processing, I expect to receive a response to the request within 20 business days, as the statute requires.

As I am making this request as a journalist and the information is of timely value, I would appreciate your communicating with me by telephone at 601-948-5897 or e-mail jamy@ap.org, rather than by mail, if you have questions regarding this request.

Thank you for your assistance.

Sincerely,

Jeff Amy

Task Details**Request Status : Assignment Determination** **Task Due Date : 11/13/2017**

Submitted

Evaluation

Assignment

Processing

Closed

Request Details

Tracking Number : DON-NAVY-2018-000381

Requester : Mr. Jeff Amy

Organization : Associated Press

Requester Has Account : No

Email Address : jamy@ap.org

Phone Number : 601-948-5897

Fax Number : 601-948-7975

Address : 201 South Congress St.
2nd Floor

City : Jackson

State/Province : MS

Zip Code/Postal Code : 39201

Submitted Date : 10/10/2017

Last Assigned Date : 10/19/2017

Fee Limit : \$0.00

Request Track : Simple

Due Date : N/A

Assigned To : Peggie Penn (Chief of Naval
Air Training)Last Assigned By : Christopher A. Julka
(Department of the Navy)**Task Details**

Task Type : Initial Review

Due Date : 11/13/2017

Task Submitted Date : 11/06/2017

Description : Attached are pages from
NATOPS manual which are

under your cognizance and referred for review and direct response to the requester.

Comments :

Assigned To : Naval Air Technical Data &
Engineering Service Center

Last Assigned Date : 11/06/2017

Last Assigned By : Peggie Penn (Chief of Naval
Air Training)**Submission Details**

Case File

Admin. Cost

Assigned Task

Comments (2)

Review

Request HandlingRequester Info Available to ☐ No ☒ the Public :

Request Track : Simple

Fee Category : Select Fee Category

Fee Waiver Requested: Yes

Fee Waiver Status: Pending Decision

Expedited Processing Yes

Requested :

Expedited Processing Status : Pending Decision

Request Perfected : No

Appellate Authority : Select Auth

Acknowledgement Sent Date: ☒

Unusual Circumstances ? : No

5 Day Notifications: ☐

Litigation : No

Request Description

Short Description :

Pursuant to the federal Freedom of Information Act, 5 U.S.C. § 552, I request the information regarding the following six Class A T-45C mishaps: _ The fatal T-45C crash on Oct. 1, 2017 in Tellico Plains, Tennessee; _ The T-45C crash on the runway at Naval Air Station Meridian, Mississippi, on Jan. 17, 2017; _ the T-45C crash near the airfield at Naval Air Station Meridian, Mississippi, on Sept. 7, 2016; 601 _ The T-45C crash near Kingsville, Texas on Aug. 14, 2016 when a T-45C began losing altitude during routine instrument training flight; _ The T45C that overran the runway at NAS North Island, California, on May 22, 2015; _ The T-45C crash before the runway at NAS Pensacola, Florida on Nov 4, 2013 after the plane reported an engine flameout. For each of these mishaps, please provide: _ Records of mechanical problems outside routine maintenance for the plane that crashed, via spreadsheet MAF (maintenance action forms) or

maintenance logbooks; _ The preliminary crash report when it becomes available. _ The final crash report when it becomes available. _ Records of any physiological episodes of hypoxia or hypoxia-like symptoms for each aircraft, and whether the planes had the CRU-123 oxygen monitoring system installed. I am making this request as a reporter with The Associated Press and this request is made as part of newsgathering and not for commercial use. As a representative of the news media I am only required to pay for the direct cost of duplication after the first 100 pages.

Description Available to the ☐ No
Public:

Has Description Been ☐ Modified?

Additional Information

Case #:



Name of Local Command: Chief of Naval Air Training

Contract/Sol. #:

Limit Request To Clearly Select Limit Request To Clearly Releasable Info ☐
Releasable Info:

Attached Supporting Files

Attachments Available to the ☐ No
Public:

Attached File	Type	Size (MB)	Remove
AP Letterhead, Mississippi.docx	Microsoft Word	0.03	
NATEC Referral Docs.pdf	PDF	0.70	

Upload Supporting Files

No attachments have been added.

Caution Lights/Displays		
INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
SKID	<p>Anti-skid system failure. If arresting gear is available and the runway is wet, consideration should be given to executing a go-around and performing an arrested landing.</p> <div style="border: 1px solid black; padding: 2px; text-align: center; margin: 10px 0;">WARNING</div> <ul style="list-style-type: none"> • Failure to judiciously apply brakes without anti-skid protection may result in blown tire(s) and loss of directional control. • Failure of both cockpit occupants to release brakes may result in blown tire(s) and loss of directional control. 	<ol style="list-style-type: none"> 1. Go-around if practical. <p>If go-around not practical:</p> <ol style="list-style-type: none"> 2. Brakes — RELEASE. 3. ANTI-SKID switch — OFF. 4. Brakes — AS REQUIRED.
SLATS	<p>Slats are not in the selected position, or a split slat condition exists, or exceeding 217 KIAS with flaps/slats selected down. With split slats or slats up, abrupt roll off with no stall warning may occur at clean stall AOA (approximately 25 units).</p>	<ol style="list-style-type: none"> 1. Airspeed — BELOW 200 KIAS. 2. AOA — MAINTAIN AT OR BELOW 21.5 UNITS. 3. Land as soon as practical. <p>If unable to extend flaps:</p> <ol style="list-style-type: none"> 4. Do not land aboard carrier. 5. Approach speed — FLY ON-SPEED AOA
TP HOT	<p>Tailpipe bay temperature has exceeded limits.</p> <div style="border: 1px dashed black; padding: 2px; text-align: center; margin: 10px 0;">CAUTION</div> <p>If flight conditions permit, place the throttle to IDLE. Any delay in placing the throttle to IDLE may result in engine damage.</p>	<p>GROUND</p> <p>*1 Execute Emergency Shutdown/Egress.</p> <p>IN-FLIGHT</p> <p>*1. Throttle — MINIMUM FOR SAFE FLIGHT.</p> <ol style="list-style-type: none"> 2. Monitor for engine fire indications. 3. Secondary indications — CHECK. 4. Land as soon as possible.

* Immediate action item

Figure 12-2. Caution Lights (Sheet 7)

Enclosure (3)

ORIGINAL

12-14

Page 1 of 2

00-20

CAUTIONS

CAUT

INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
RAT EXTEND (T-45A) RAT (T-45C)	RAT is extended An uncommanded RAT extension is evidenced by illumination of the (T-45A) RAT EXTEND (T-45C) RAT caution light, normal HYD 2 pressure, and no (T-45A) HYD PRESS (T-45C) HYD caution light. The (T-45A) HYD PRESS (T-45C) HYD caution light may come on or flicker with the RAT extended and HYD 2 pump operational. To verify HYD 2 pump integrity, engine speed may need to exceed 80% rpm.	If uncommanded and (T-45A) HYD PRESS (T-45C) HYD caution light out: 1. HYD 2 RESET button — PRESS. If RAT does not reset: 2. Land as soon as practical.
SEAT UNARMED (T-45A) SEAT (T-45C)	One or both ejection seats not armed and throttle above intermediate position (approximately 80% to 70% rpm).	1. Check occupied seats armed.
SKID (T-45C)	Anti-skid system failure If arresting gear is available and the runway is wet, consideration should be given to executing a go-around and performing an arrested landing. <div style="border: 1px solid black; padding: 2px; text-align: center;">WARNING</div> • Failure to judiciously apply brakes without anti-skid protection may result in blown tire(s) and loss of directional control. • Failure of both cockpit occupants to release brakes may result in blown tire(s) and loss of directional control.	1. Go-around if practical. If go-around not practical: 2. Brakes — RELEASE. 3. ANTI-SKID switch — OFF 4. Brakes — AS REQUIRED

*Immediate action item

NWS/
TP HOT

E81

CAUTION